

Alaskan Way Viaduct and Seawall Replacement Program and SR 520 Bridge Replacement and HOV Project Update

Paula Hammond
Secretary of Transportation

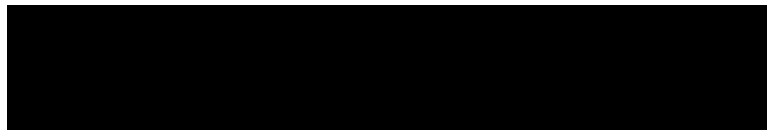
Steve Reinmuth
Chief of Staff

Ron Paananen
Program Director
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SR 520 Bridge Replacement Programs

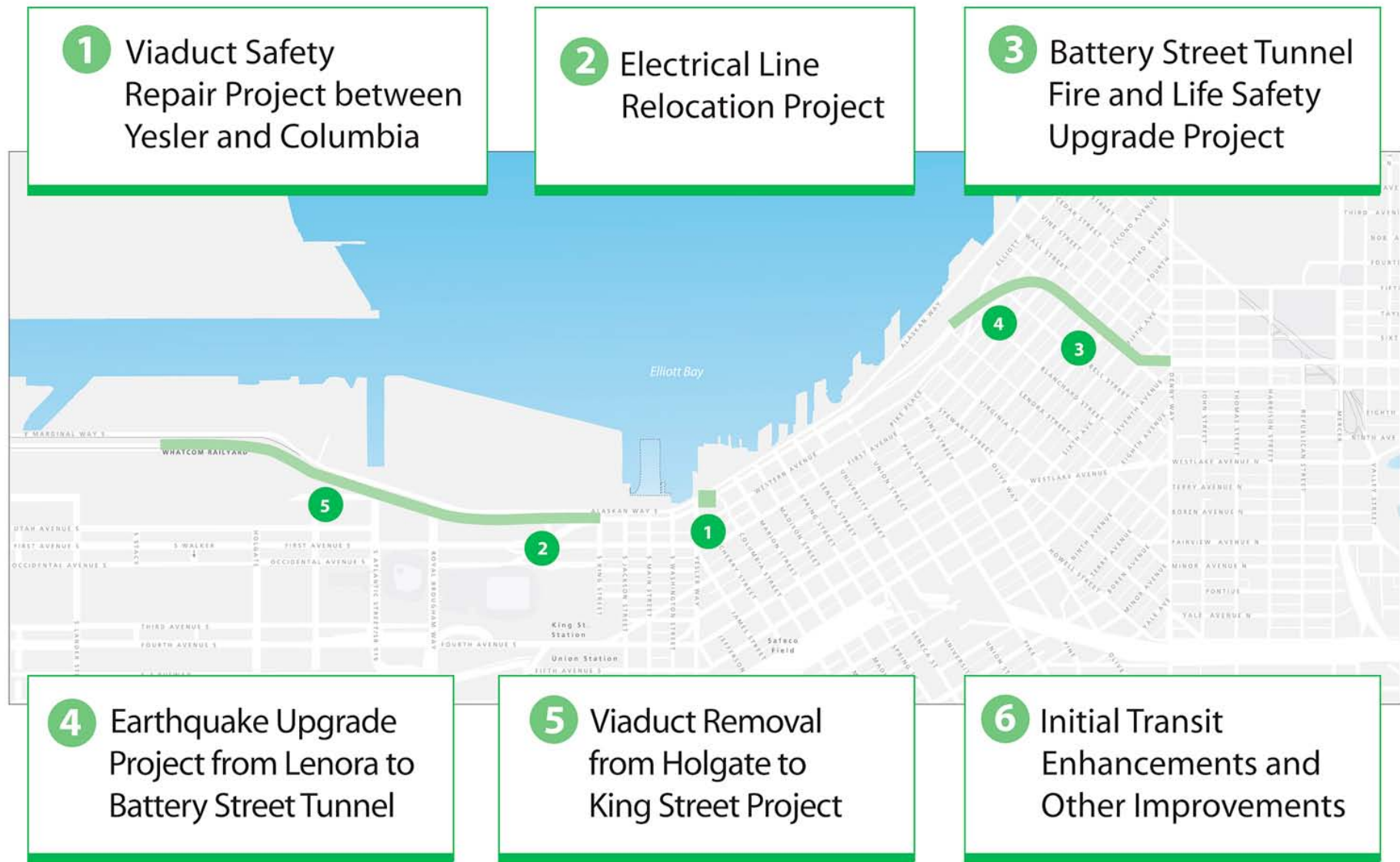
Washington State Transportation Commission
Nov. 13, 2007



Alaskan Way Viaduct and Seawall Replacement Program Update



These Projects Will Repair or Replace Almost Half of the Alaskan Way Viaduct

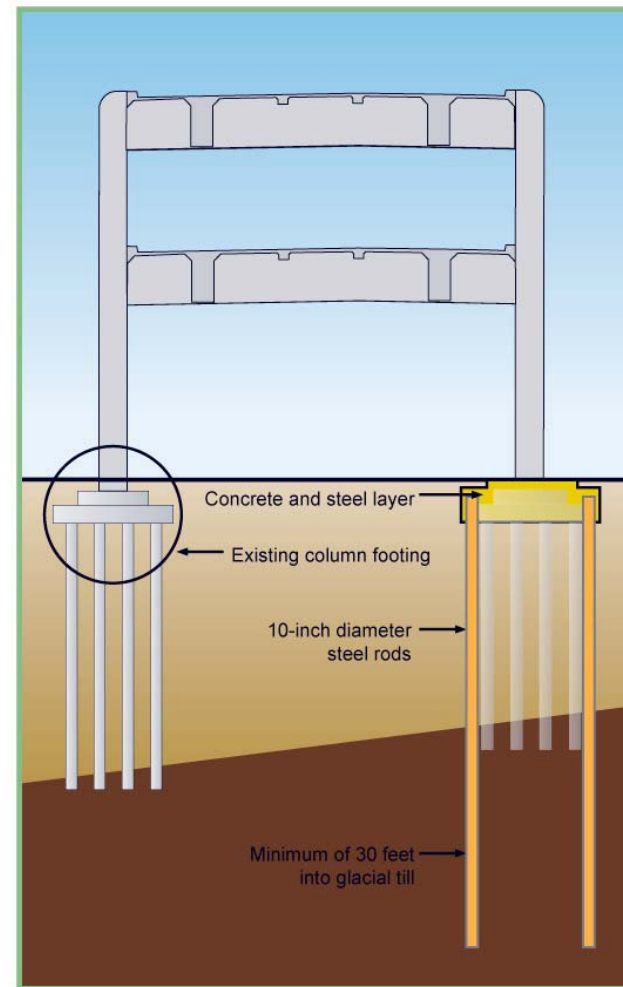


Column Safety Repairs Between Columbia Street and Yesler Way

- Construction started October 12 to stabilize the viaduct's foundations
- Drilling a series of steel rods into stable soil
- Adding a reinforcing layer of steel and concrete around existing footings
- All lanes are open on viaduct and Alaskan Way

Construction: Oct. 2007 – Spring 2008

Status: In construction



Upgrade Battery Street Tunnel

- Install new sprinkler pipes, fire alarm system, ventilation fan controls, and lighting
- Reinforce roof beams and add second emergency exit stairwell
- Close short on- and off-ramps just south of the Battery Street Tunnel

Construction: 2008-2010

Status: In design



South Holgate Street to South King Street Viaduct Replacement Project

- Remove viaduct between South Holgate Street and South King Street
- Build new section of SR 99
- Improves local mobility for pedestrians, vehicles and freight
- Improves access to downtown Seattle

Construction: 2009-2012

Status: In design



The Path Forward



2007

Fall: Begin central waterfront planning



2008

December: Decision made on final alternative for central waterfront



2009

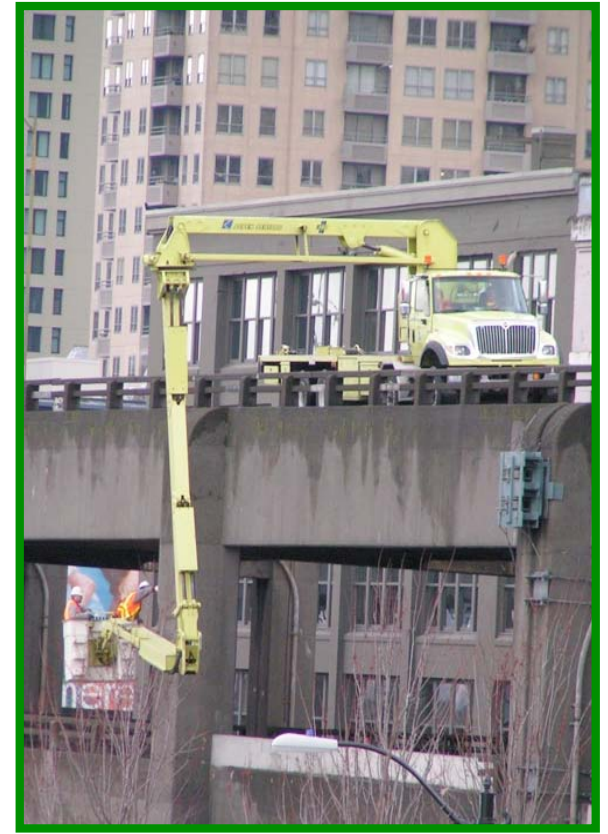
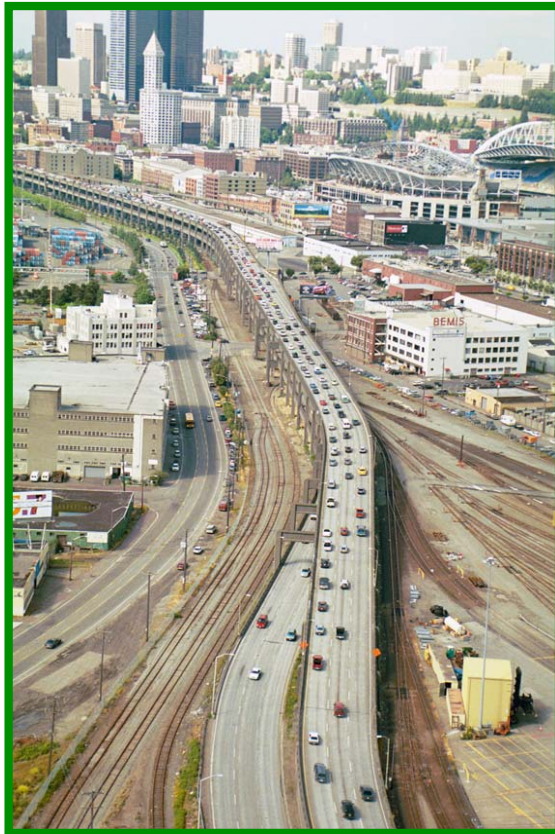
Begin design on central waterfront alternative



2012

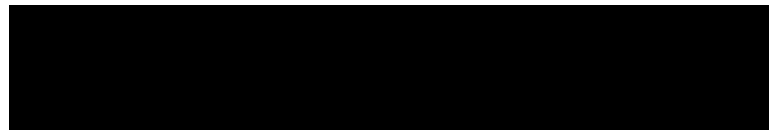
Remaining viaduct begins to come down



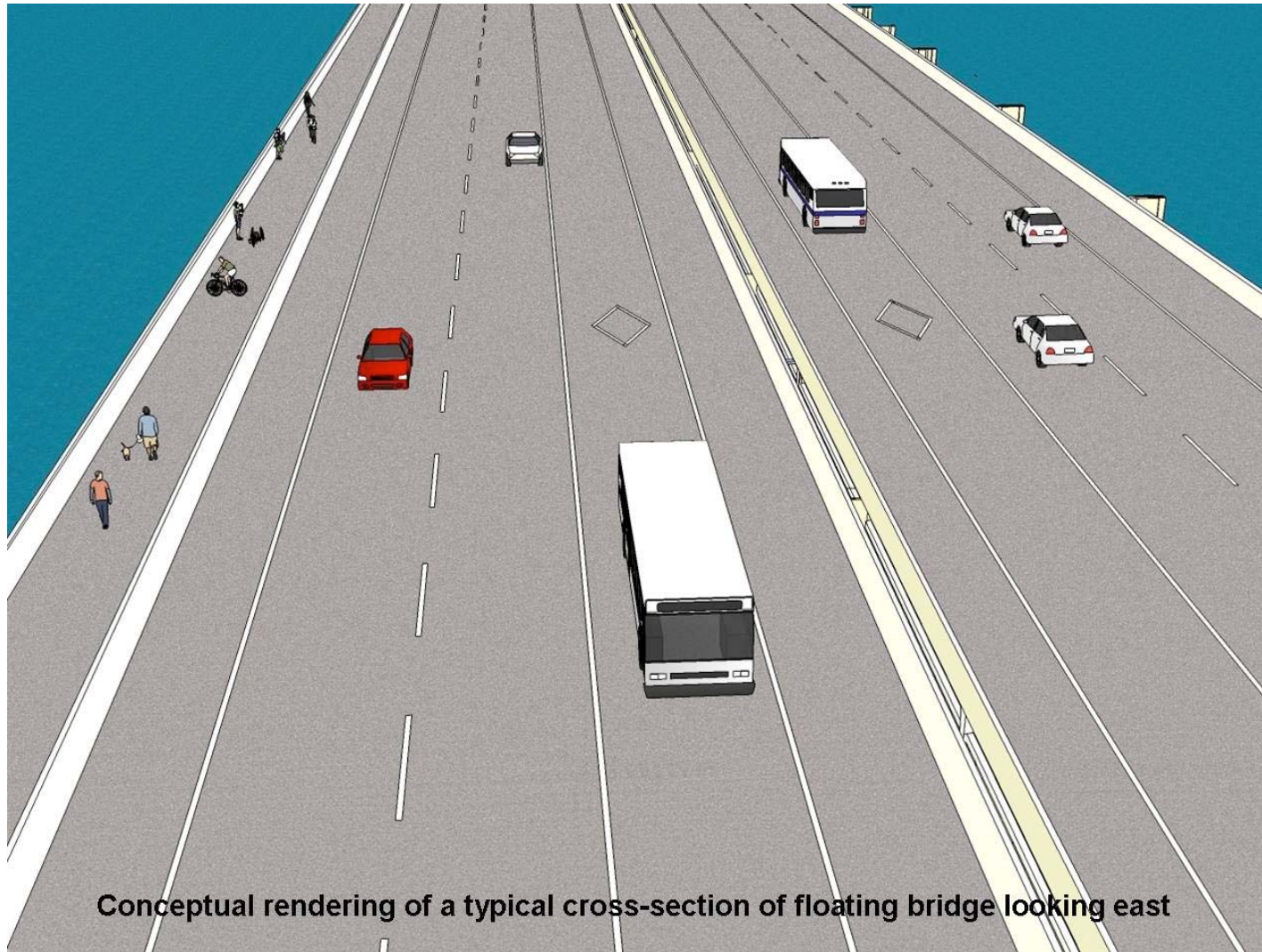


Follow the project: www.wsdot.wa.gov/projects/viaduct

SR 520 Project Update



The 4+2 Configuration



Conceptual rendering of a typical cross-section of floating bridge looking east

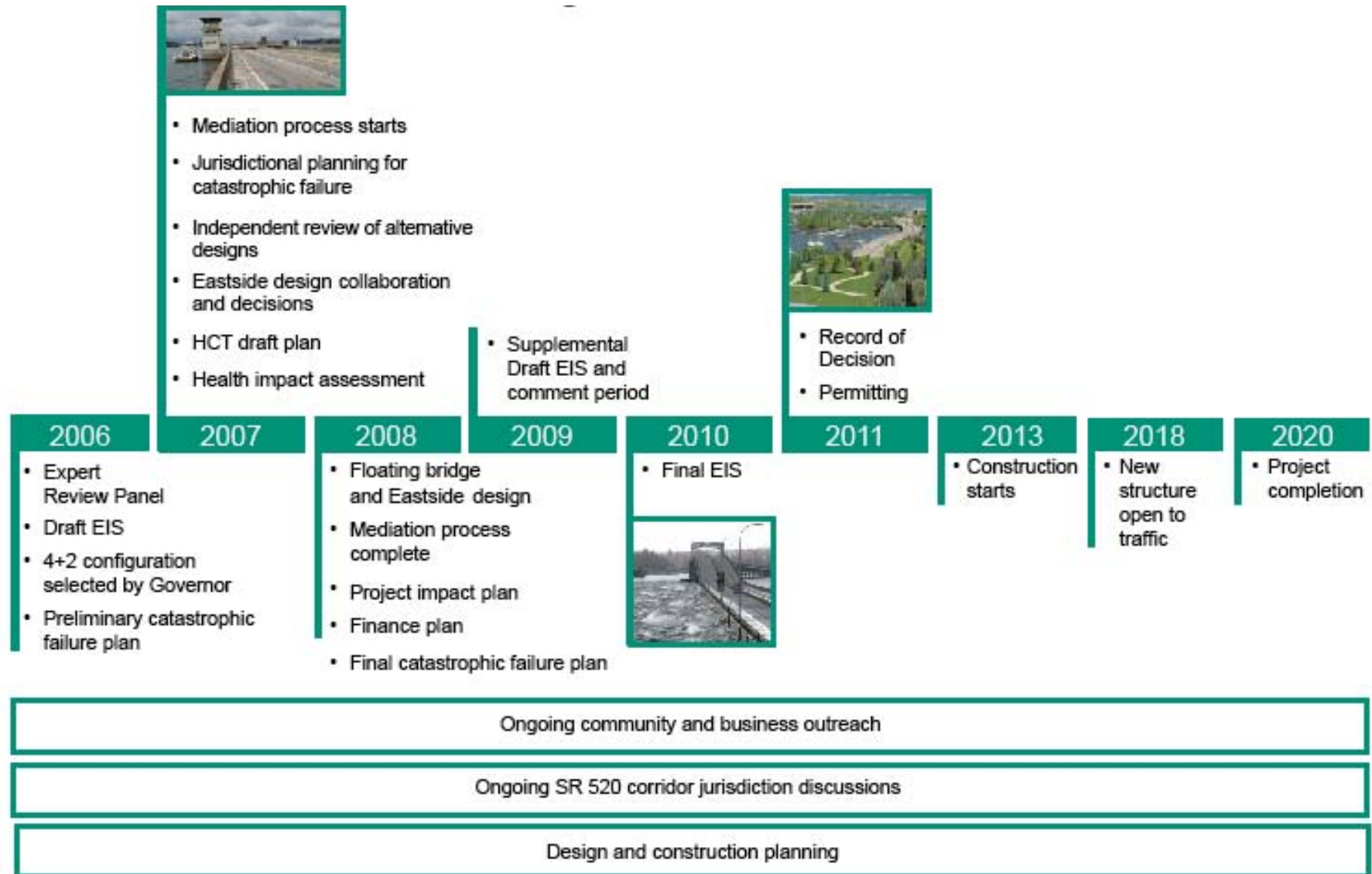
**Typical
cross-section
of highway.**

4+2 Transportation Improvements

- Will move 25% more people in only 3% more vehicles
- HOV lane system will be complete between Seattle and Redmond
- HOV lanes will connect with the I-5 express lanes
 - Morning commute – westbound SR 520 will connect with southbound I-5
 - Afternoon commute – northbound I-5 will connect with eastbound SR 520
- Full shoulders will improve overall reliability and safety
- A bicycle/pedestrian path will improve commutes for bicycle riders, and provide connectivity to existing paths in Seattle and on the Eastside



SR 520 Project Schedule



Project Costs and Funding

Project costs

- 4+2 configuration with Montlake interchange:
\$3.90 billion
- 4+2 configuration with Pacific interchange:
\$4.38 billion

Proposed funding strategy *

Federal sources	\$311 million
State gas taxes	\$560 million
State pooled fund	\$600-1,000 million
Regional sources	\$1,100 million
Tolling	\$700-1,200 million
Finance cost savings and sales tax transfer	Up to \$340 million
Total	\$3.30 - \$4.40 billion

* WSDOT is developing a finance plan to be submitted to the Governor and Legislature in January 2008. Funding strategy above was developed by RTID.

Planning For Catastrophic Failure

- Emergency response plans are currently in place.
- Planning is now underway for a partial or full closure of the corridor due to a catastrophic failure.
- Communications, traffic management, and bridge replacement strategies will be addressed.
- Planning kick-off event took place on August 2.
- Final plan due in April, 2008.

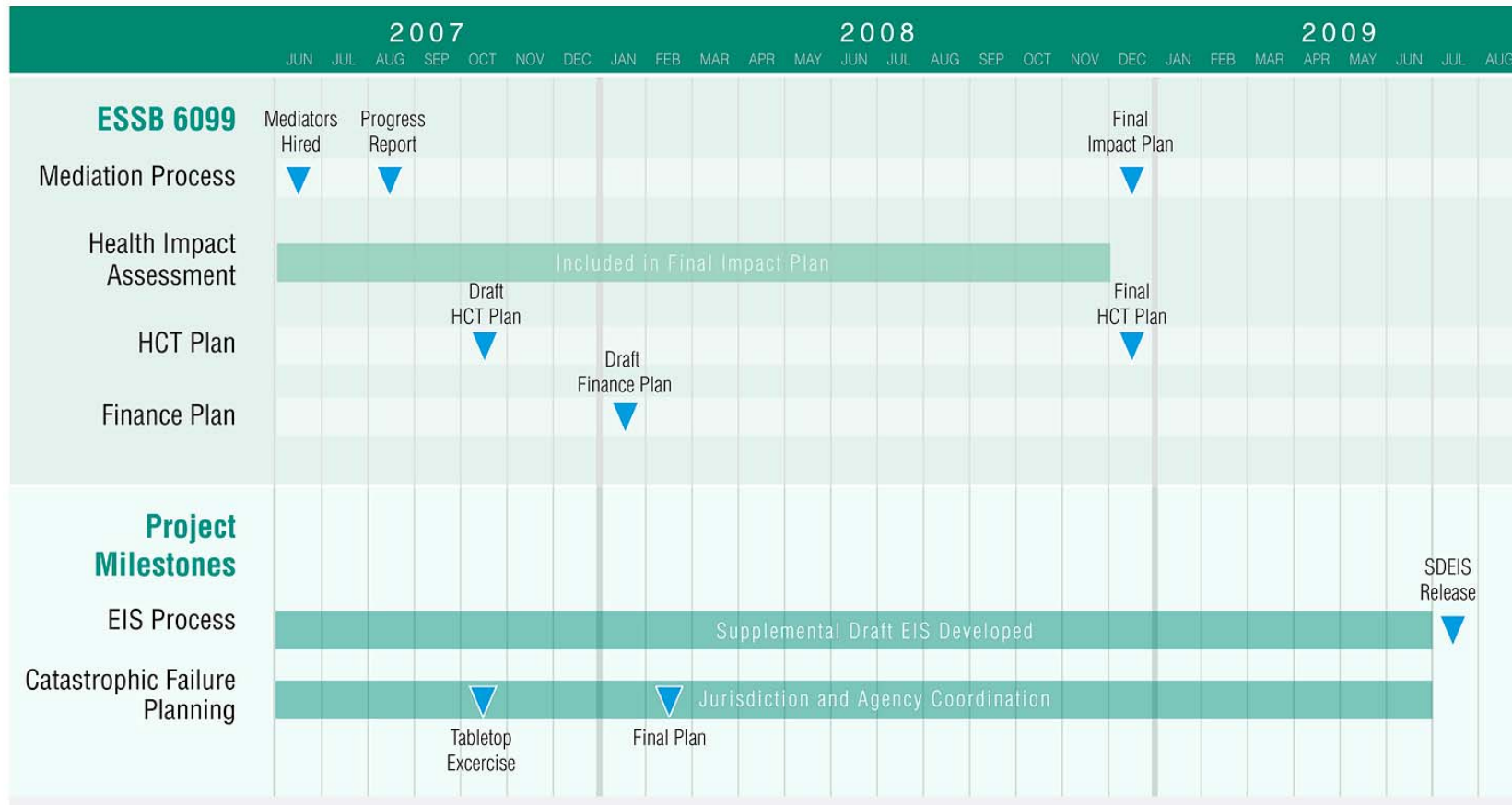


Pontoon Construction

- Recovering or replacing the SR 520 bridge starts with pontoons.
- Separate environmental review for the early construction and storage of pontoons at Grays Harbor as a candidate site.
- Pontoons and bridge alignments will be designed to suit emergency replacement needs and proposed 4+2 configuration.
- The contractor will be involved early on in selecting a construction site and method.



ESSB 6099 & Project Milestones



WSDOT is:

- Developing a finance plan.
- Supporting a health impact assessment.
- Developing a high-capacity transit plan with Sound Transit and Metro.
- Participating in and supporting the mediation process.

Questions?

For more information please visit the project website at

<http://www.wsdot.wa.gov/projects/SR520Bridge/>

or

Contact our Project Director, Ron Paananen at (206) 382-5270



BACK POCKET

Electrical Line Relocation

Phase 1:

- From South Massachusetts Street to South King Street

Construction: 2008-2009

Status: In design

Phase 2:

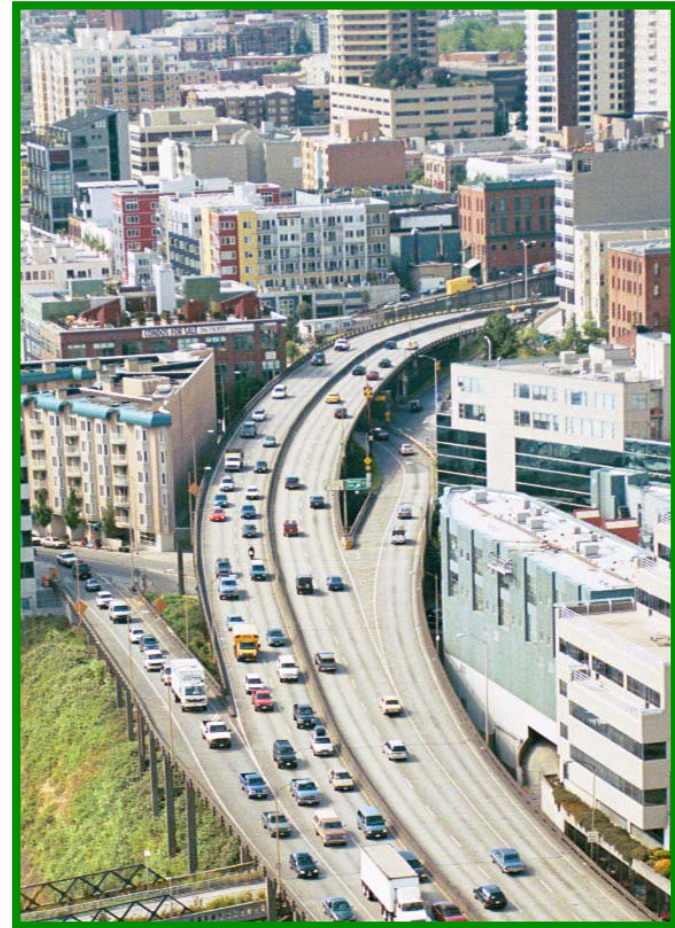
- Some lines from South King Street to Union Street
- Others from South King Street to electrical vaults on South Washington Street and Yesler Way



Earthquake Upgrade from Lenora Street to Battery Street Tunnel

- Earthquake-strengthening this section of the viaduct is feasible
- Plans include adding column reinforcements and new pilings, and strengthening the footings and crossbeams
- WSDOT is working with City of Seattle and King County to evaluate other options

Status: In preliminary engineering



Transit and Capital Improvements

WSDOT is working with the City of Seattle and King County to focus on:

- Arterials
- Bus lanes
- Signals
- Trip information
- TDM programs
- Transit

Construction: On-going

Status: Early development

